



Official Bulletin of the VALIANT AIR COMMAND, INC.

a 501(c)(3) Non-profit Organization

Space Coast Regional Airport, Titusville, FL 32780-8009

# UN-SCRAMBLE

Volume 26, Issue 6

June 2004

## D - Day: June 6, 1944

This Year Marks the 60th Anniversary of this Historic Event

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## CALENDAR OF EVENTS

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### STATEMENT OF PURPOSE

**The VALIANT AIR COMMAND was formed to perpetuate the history of aviation, to encourage gathering of men and women in camaraderie, research, and Warbird restoration, to serve as an educational tool for young and old alike, and to assure that the memory of those who gave their lives in service to their country shall not perish.**

### BOARD OF DIRECTORS MEETINGS

JUNE 8, 2004

12:00 NOON

VAC BOARD ROOM

JULY 13, 2004

12:00 NOON

VAC BOARD ROOM

### Executive Officer - Hal Larkin

At last the Panther is in the final paint cycle. The following sections have been painted: tail section, left and right wings, sliding nose section and the main landing gear doors. It takes a lot of masking and cleaning before we can paint a section. As we try to paint on Sunday when the C-47 crew is not working and with one painter, it is a slow process. Have started to apply the 112 decals and warnings that are required. When the painting is complete, we will install the six reworked bomb racks and the six 5" HAVR rockets that we fabricated. Received 11 of the 18 engraved console panels from the vendor that are required for the cockpit. Have completed installation of the required switches, lights, rheostats and knobs on the 11 panels. As soon as we can unmask the cockpit, we will install the completed panels. Have given up the search for a tail cone and tail pipe. We have purchased the required material and are fabricating the two. Once the tail cone and the tail pipe are completed and installed on the J-48 engine, the engine will be ready for installation. After engine installation, the aircraft will be slightly tail heavy. We will have to add ballast to the gun deck under the sliding nose section. Not only do we have to mask the Panther, we have to cover the ME-208 from over spray.

The ME-208 molds that we fabricated for the top windshield panel and the left and right side panels are with a vendor for forming. The cockpit of the ME-208 is moving right along, however you can only put one volunteer in the cockpit at a time. When the Panther has finished the paint cycle, we will start painting the fuselage of the ME-208.

The TA-4J, BuNo 152 867, that arrived several weeks ago has started the restoration cycle. The tail stand that we fabricated for the Panther has been reworked to accommodate the tail section of the TA-4J. The tail section is now in the reworked stand. The fuselage and wing sections require a little more prep and then we will have all the paint stripped from the airframe. At that time, all the sections of the TA-4J will move into the restoration hangar.

*continued on next page...*

## Operations - Mike McCann

I'm sorry I wasn't able to make the TICO 2004 debrief party earlier in May. I had a 6-day trip scheduled that I couldn't get out of. However, please feel free to share your observations and comments with me or one of the other directors. We truly value your input, especially as it pertains to areas such as a 2 or 3-day format, flying scenarios, fuel policy, etc. I have received several comments and suggestions from some pilots already. I would ask that you spread the word out to other warbird owner/operators you run across about TICO. We have tried to be more generous with reimbursement monies in an effort to increase attendance at the show, but those who don't fly in won't know and therefore we need your help to spread the word. It has come to my attention that the warbird community is somewhat dissatisfied with the program at Sun-N-Fun, and perhaps we can plug TICO as a viable alternative, as we specialize in Warbirds and Warbirds ONLY.

I had a short but interesting chat with Bob Tullius at his Group 44 complex at Sebring a few weeks ago. Bob has his own hangar there, which houses a small, low-key collection of aircraft and race cars. The facility is immaculate, as are his aircraft. There is no admission charge, but they do ask that a small donation be made to the local Humane Society. Bob is a cat lover, and has done a great deal of work to care for and find homes for the numerous stray or abandoned cats in the area.

And finally, I must bear the sad news of the recent passing of one of the great heroes from World War II, Col Robert Morgan. As many of you know, he suffered a broken neck in a fall at the airport in Asheville after returning from Sun-N-Fun. Bob and his wife Linda were special guests at TICO 2004, along with the aircraft he helped make famous, the B-17 "Memphis Belle". He also made it through a full tour of duty later in the Pacific in B-29's, which included leading the first bombing raid against Tokyo. I considered it an honor to set-up his stay with us. They made numerous comments to me about how nice they had been treated by the VAC staff. They were generous enough to give me a signed copy of his book, a hat, and numerous other items that I consider very special. Even at 85 years of age, he still had around 25

## Executive Officer - Hal Larkin - cont.

The restoration crew extends a special thanks to Mrs. Virginia Aponte of West Palm Beach for her generous donation of a computer and monitor to the VAC restoration effort. The restoration team is in the process of inventorying all our aircraft parts, aircraft hardware and ground support equipment (GSE). When the inventory is complete, it will be loaded into the computer which will give the restoration crew an instant visual reference to the location of all our aircraft parts, hardware and GSE. This is a major improvement to our restoration effort and is right in line with our professional operation. Thanks Ginny.

## Operations - Mike McCann - cont.

shows booked this year. Our condolences from all the VAC members go out to his widow, Linda, and his extended family.

--The only thing worse than a captain who never flew as a co-pilot is a co-pilot who once was a captain.



## Colonel Robert Morgan Passes Away

Col. Robert Morgan, pilot of the famous *Memphis Belle* Boeing B-17 bomber, died last Saturday, May 15, 2004, from complications from his injuries suffered in a recent fall. He was 85. The aircraft was the first to complete 25 missions in Europe and return to the United States. The aircraft toured the country to sell war bonds. Morgan later flew 25 missions in a Boeing B-29 bomber over Japan. A documentary was made in 1944 about the aircraft, and it was featured in a Hollywood movie. As most of you know, Col Morgan and his wife, Linda, were special guests at TICO 2004.



## Maintenance - Bob James

C-47 - The snowbirds have left the building! Many thanks to Mike McDonough, Bob Bixby, Don Riggle and James Bond who have all headed North to cooler climates. We'll miss them and all the extra work they completed during their tenure.

The engine nacelle and firewall work is continuing. Norm Lindsey is pulling wire from the center wing section to the nacelle J-boxes. Unfortunately the clean up procedures prior to the Tico air show (pressure water spray) resulted in the loss of some of the taped on wire identifications. So it will be back to the wiring diagrams (the wires still have their original markings from the factory). This project may be on hold till fall when one of the former electrical specialists returns from the North.

Dick Hart is working on the stainless steel exhaust protective shrouds on both nacelles. Al McQueen is finishing up the last stress panel. When it is installed the "Belle" can be lowered off the jacks and get back on her own legs.

TBM-Bob Munssey is working on stripping paint from the cowling and other panels. Other work will be limited due to the limited personnel.

UTVA-Work on the UTVA has been slow due to limited availability of personnel.

Once again my thanks to all our volunteers and contributors as without them progress on our projects would not be possible.

## Procurement - Bob Frazier

AIR SHOW con't — I forgot to Thank Serge English as the chief display walker during the Auction. Serge has offered this support for a number of years.

IM&LS GRANT — Our detail final application has been evaluated by the USG Institute of Museum & Library Services. The result is approval for a \$4600 award (\$500 more than we expected) for the costs of evaluating our building and content conservation and preservation procedures. The award covers the administrative fee and costs for a visit by a professional Conservator. I have selected and reached an agreement with the Assistant Curator of the Smithsonian Air and Space Museum for this role.

U.S. ARMY — The USA Automotive and Armament Command and the Army Historic Agency (Wash. D.C.) are still evaluating the results of their visit to our Museum. They have requested an addition piece of information.

F-5E (SSBD) — The status of the U.S. Navy's delivery of the Shaped Sonic Boom Demonstrator has slowed. The

## Personnel - Alice Iacuzzo

# Welcome Colonels

### RENEWING MEMBERS

Peter	Appleton	Coquitiam, BC
Lester	Badger	Cocoa, FL
William	Bagwell	Merritt Island, FL
Paul & Mary	Blau	Goose Creek, SC
Jim	Brady	Jacksonville, FL
Pat & Lenor	Callaghan	Lighthouse Point, FL
Charles	Clements	Miami, FL
Mike & Marie	Conley	Riverdale, GA
Elliot	Cross	St. Augustine, FL
Jake	Donovan	Pensacola, FL
Phil & June	Gaarder	Indialantic, FL
Ivan	Gomez	Melbourne, FL
Richard	Hart	Merritt Island, FL
"Bomber"	Herb	Venice, FL
Ken & Teresa	Hunt	Valrico, FL
Fred A.	Johnson	Standing Rock, AL
Bob & Nita	Kison	Titusville, FL
Peter	Knox	Allentown, PA
Dennis	Labbe	Ft. Myers, FL
Lou & Jeannie	Lafond	Osteen, FL
Norm Gaye	Lindsay	Titusville, FL
Donald Beverly	Miller	Rockledge, FL
Bob	Munsey	Cocoa, FL
John	Nordt	Coconut Grove, FL
Paul & Rosalie	Odom	Johnson City, TN
Chris & Carlee	Olsen	Brooksville, FL
John	Ringland	Cape Coral, FL
Al & Ginny	Sherrill	Melbourne, FL
Ken	Smith	Merritt Island, FL
Robert & Pat	Stewart	Cocoa, FL
Frank & Ruth Ann	Talbott	Cocoa, FL
James	Tobul	Bamberg, SC
Walter	Yocum	Titusville, FL

## Procurement - Bob Frazier - cont.

aircraft has to be disassembled at Edwards Air Force Base, Calif. before transporting it to Titusville.

GALLERY OF AVIATION MUSEUM — The VAC has been offered some of the contents of this privately owned family museum. We are now investigating the How to move it—Costs—Where to put it aspects of the offer.

AIRPLANE BOOKS — Ms. Doof's donation of additional aircraft and warbird books has been increased. She advises there are another 200+ books in her Father's house in NEW JERSEY.I have worked out an agreement to have the books picked up during the summer.

## UPCOMING AIRSHOWS OF INTEREST TO THE MEMBERS:

**June 12 - 13, 2004:** Wings and Wheels Air and Military Vehicle Show 2004. St. Lucie County Intl Airport. Pt. Saint Lucie, FL. Peter Greene 800-804-5445. [alweierman@aol.com](mailto:alweierman@aol.com). [www.slwingsandwheels.com/](http://www.slwingsandwheels.com/)

**July 09 - 10, 2004:** Pensacola Beach Airshow. Pensacola Beach, FL. Ms. Shelia J. Waites (850) 932-2257. [shelia\\_Waites@srta-fla.com](mailto:shelia_Waites@srta-fla.com)

**July 27 - August 2, 2004:** EAA Airventure Oshkosh. [www.airventure.org/](http://www.airventure.org/)

**November 13 - 14, 2004:** Lake City Air Show. Lake City Municipal Airport, Lake City, FL Judge Douglas E. Vernon (386) 758-1010. [douglas.vernon@jud3.flcourts.org](mailto:douglas.vernon@jud3.flcourts.org)

## June 17 Father's Day



### The VAC Mourns the Loss of Jerry Rooks -- April 27, 2004

Aviation is populated by no "personalities" — people who bring their gifts and share of themselves in One of those unique the name of Jerry Rooks number of awards a Florida native who newsletter about Florida happenings, and was Southern Aviation scene. duck... an interesting guy and what mattered in the an unselfish and aggressive community... especially introduced younger folk to



small number of interesting and unique to a community they love a most unreserved fashion. personalities was a guy by (receiving one of a bestowed upon him, right)... circulated a simple email aviation events and heavily involved in the He was a bit of an odd with his own slant on life aviation world, but he was participant in our when it came to things that the aviation world.

I got an email a few minutes ago, as I was finishing up a flight test piece, that said that we lost Jerry after an extended illness that saw him, at the end, giving up some of his cherished possessions to his friends and sharing of himself yet again... in a uniquely personal way. Jerry passed quietly, aware that his time was short. We're going to miss his email blurbs, the occasional comments about a news item on ANN, and the latest gossip (which Jerry shared in abundance). The true richness of aviation is not the planes that we fly, or even that squeaker of a landing we all pursue with abandon... it's the amazing treasure we find in the collective brotherhood (and sisterhood) of flyers. Jerry was a joyous addition to that brotherhood, and his passing leaves a silence that we're going to notice a great deal.

We are such a unique presence, we flyers. We hope you'll take a moment and think a kind thought for a fella that gave that community such a pleasant and valued gift... himself.

Fair winds and blue skies, Jerry...

-Mike Dwyer

## Saga of the C-123 - Paul Vasconi

*Editors Note - Continued from the February issue. Due to the size of this article it will be presented in several series....*

At this point we encountered a setback.... the gent that was supposed to work on the elevator was out of the shop for 4 days working on another project. An apparent misunderstanding resulted in his not being prepared for our arrival. Sadly, the 4 days we lost because of this were the same 4 days we urgently needed to make the time line work. During this time we kept busy doing work on the C-123, including the loading of the airplane with the cargo we were taking with us, and getting other items done, such as replacing the sliding cockpit windows which had crazed over and were impossible to see thru.

The days became a blur with us working from morning to sundown 7 days a week to get the plane ready for its epic flight. About a week into the preparation, the Navajo arrived from Titusville. To our surprise, Paul Hedtke was aboard. He would prove to be very helpful when we finally did get the elevator back from the shop, since he was one of the guys that helped to take the elevator off of our airplane at Titusville.

## Saga of the C-123 - Paul Vasconi- cont.

away from completion. They eventually would leave us, fearing that there would not be enough time remaining in their schedules to get the plane to Florida, and they did not want to have to abandon us somewhere along to route. No one was happy about this, but there wasn't anything to be done to change it.

We did manage to get the elevator installed on Thursday night.... Hedtke, and I were up on the horizontal stab, while the others including Warren on the crane, Emil Summers (a local museum volunteer), George, Chris, worked by flashlight to get the elevator re-attached to the airplane. At 10PM we called it a night, having only about another hour or so, to complete the job. Dew had made the top of the Horizontal Stabilizer very slick, and it became too unsafe to continue. We finished the job early the next morning. But our flight crew had already departed for home.... leaving us ready to fly.... with no rated pilots to fly the airplane! Although many of us are pilots, most had no time behind the controls of a C-123, and lacked the credentials to assume Command Pilot duties, forcing us to scour the country to find a pilot that could do the job.



The weather was beautiful for two weeks...50s, dry, clear! The locals said that the weather had been unseasonably pleasant and dry... as the end of September usually meant rain, clouds, fog and cold temps heralding the return of winter. Brian did promise to give us good weather during our visit...and he kept his promise!

Our pilots arrived on the 22nd expecting to begin the flight within 24hrs of their arrival, but spirits fell into the bucket when they realized that the elevator was days

After an extensive search using every person George, his friends, and I could remember, we were still without a left seater. Finally, we decided to call our friend, and famous Air America C-123 pilot, Weird Neil Hansen back in South Carolina, to see if he had any ideas. He did. He immediately put out several calls on his contact list of former Air America pilots who are still flying. Calls went out to Texas, California, and Alaska too! I even enlisted the help of my friend Mark Minor, long time Collings B-24 and B-17 pilot, and an airline pilot flying for US Airways. He made several calls to no avail. However, our luck was about to change.... It was our great fortune to find John Deakin, a former Air America C-123 pilot, who is still actively flying as a corporate pilot for a Fractional Jet group that uses Grumman G-4s.... one of the finest

“High End” executive jets in the world. John sensed our dilemma and agreed to come to our rescue! He arrived later that same day, and after a test flight, and doing the mandated recurrency take off and landings, we made our plans to depart early the next morning. Bob James, our long time friend and warbird pilot from Titusville had also arrived prior to the test flight and was eager to get into the air. The morale of the crew was the highest it had been in more than a week. That would not last for long...

# More Selected Images from TICO 2004



Linda and Robert Morgan relax after a long day



Lotsa smiles from the kids during Friday's practice



Mike McCann, Dawn Gorrell, Lois and Gary Solkovitz



New VAC member Don Stamp's pride and joy



Rosemarie Thompson still having fun!



TICO regular Mike Schloss and his awesome Skyraider

# THE NORMANDY INVASION



## World War II: Operation Overlord

June 1944 - On June 6<sup>th</sup>, 1944, the allies launched their long awaited invasion of Western Europe, code-named "Operation Overlord." The attack was the largest amphibious operation in history, comprising 6,483 ships, over 7,000 aircraft and 39 army divisions. The German defenders were awed by the sheer size of the allied flotilla, which had crossed the English Channel undetected by Luftwaffe (German Air Force) reconnaissance units! However, the Germans had been preparing their defenses since the fall of France in 1940. The coastal defenses, called the Atlantic Wall, were fortified with thousands of offshore obstacles designed to tear the bottoms out of allied landing craft. Two thousand five hundred of these obstacles were located off of Gold Beach alone! In addition, millions of mines were buried and poles were constructed in fields behind the beaches to destroy attacking assault gliders. Pillboxes and bunkers were constructed and a large force was gathered to repulse the allied invasion. During the Normandy campaign the allies encountered no less than fifty-one German divisions, including 10 Panzer (tank) and 3 panzer grenadier (motorized infantry) divisions. These forces were commanded by the legendary "Desert Fox" of North African fame, Field Marshall Erwin Rommel.



American assault troops in a landing craft huddle behind the protective front of the craft as it nears a beachhead, on the Northern Coast of France. Smoke in the background is Naval gunfire supporting the land

After a thunderous air and naval bombardment the landings began. In the west the United States 1<sup>st</sup> Army landed on Utah and Omaha Beaches. In the east, the British and Canadians landed on Gold, Juno and Sword Beaches. In addition, a total of 24,000 troops from the American 101<sup>st</sup> and 82<sup>nd</sup> Airborne divisions and the British 6<sup>th</sup> Airborne division landed behind the invasion beaches. Their mission was to seize strategic bridges and other key points in order to facilitate the allied advance. The majority of these troops parachuted into battle, although some came in aboard assault gliders. Both the parachutists and the glider troops were transported to the Normandy area by a fleet of rugged Douglas C-47 "Skytrain" transports. A survivor of this cataclysmic battle is the Valiant Air Command's very own "Tico Belle," which dropped paratroopers of the 101<sup>st</sup> Airborne division on D-Day.



Unfortunately all did not go well for the allies. A swift current off Utah Beach swept the American landing craft 2,000 yards south of their assigned landing grounds. On Omaha Beach, there was massive confusion as large numbers of vehicles became ensnarled in the landing area. Heavy fire from German artillery batteries only added to their difficulties. On the British and Canadian beaches it was also slow going. General Bernard Montgomery, the commander of the British 21<sup>st</sup> Army Group, had hoped to seize the vital town of Caen by the end of D-Day. The British met fierce resistance and Caen was not captured until July 10<sup>th</sup>, 33 days after the invasion.

Fortunately for the allies, all was not well on the German side either. They were undecided about how to respond. Adolf Hitler believed the Normandy landings were a diversion, with the real attack to be launched in the Pas de Calais area opposite Dover, England. The German 15<sup>th</sup> Army was stationed there and Hitler vehemently refused to move it to the Normandy beachhead. The allies played a part in this confusion. "Operation Fortitude" was designed to convince Germany that the



## Yesterday's Battles - Jeff James - cont.

## Yesterday's Battles - Jeff James - cont.



invasion would indeed be in the Pas de Calais area. Dummy barracks and vehicles were built near Dover. Aerial bombardment and reconnaissance of the Pas de Calais **exceeded** that of Normandy. Rommel soon realized that Normandy was indeed the main invasion, but Hitler remained unconvinced and insisted on leaving the 15<sup>th</sup> Army near Calais. This mistake was to cost the Germans dearly in the following campaign.



General Bernard Montgomery

A new sense of urgency began on June 13<sup>th</sup>, when the Germans began launching V-1 buzz bombs towards London. The V-1's were unmanned, rocket powered explosives with a short range and limited accuracy. London was in for another round of suffering until the allied could break out of Normandy and capture the launching sites. Unfortunately, the bocage country of the Normandy area was exceedingly difficult terrain. Rolling hills and

thick rows of hedges greatly aided the German defenders. However, the British push toward Caen attracted the majority of the German reserves. As a result the Americans were able to push toward the north and west across the Cotentin Peninsula. Cherbourg, at the northern end of the peninsula, was captured on June 27<sup>th</sup>, and the allies had some of the port facilities they vitally needed.

With Cherbourg secured the Americans were free to advance to the south. A plan was then formulated to break out of the bocage country. It was code-named "Operation Cobra," and it began on July 25<sup>th</sup>. After a massive aerial bombardment the Americans launched their attack along a narrow front. By July 30<sup>th</sup> the Americans had captured Avranches and broken out of the bocage country. A German counter attack was halted and

its forces were surrounded near Falaise. The pocket was captured on August 17<sup>th</sup> and the Germans lost 344 tanks and assault guns and over 2,400 transport vehicles. The allies paused to regroup and then pushed relentlessly forward. Paris was liberated on August 25<sup>th</sup>, and the American 1<sup>st</sup> Army crossed the border into Germany near Aachen on September 16<sup>th</sup> 1944. Operation Overlord had been a resounding success. France was free and the German army was in full retreat toward the Siegfried Line, its last wall of defense. Hitler's Third Reich was doomed, thanks in large part to the men and women who made Operation Overlord possible.

On June 6, the world commemorates the 60th anniversary of the Allied invasion of Europe at Normandy, France. The EAA AirVenture Museum will mark this historic occasion with a special series of events the weekend of June 4-6 to remember perhaps the crucial turning point in the battle for freedom during World War II. Events and items include an authentic hangar dance and banquet; an L-Bird fly-in; a WWII paratrooper living history group encampment; a special display of a Higgins Boat landing craft and an Mk IX Supermarine Spitfire; and presentations and movie showings throughout the weekend.

## Aviating with Bud Evans

You may be surprised by my statement: "The Korean conflict ended before the first USAF F-86 Saber arrived in the Far East"! If you consider the Korean War as being the invasion of South Korea by the North Korean's on 25 June 1950 and that our goal was to defeat the North Korean Army, then we accomplished that in October of 1950. Our forces had driven the North Koreans out of South Korea and then out of North Korea. What remained of their military had been allowed by the Chinese to cross into China across the Yalu River to escape complete destruction. Until the Chinese entered the war without warning (Just as the North Koreans had invaded South Korea) the United Nation Forces had defeated the North Korean Military.

When President Truman ordered us to defend the South Koreans we were flying F-80 "Shooting Star" jet fighters. It was designed for high altitude air-to-air combat and was never intended to be used in the ground attack role. The war in Korea was basically a ground war and the mission for the aircraft was primarily to support those ground troops. . The only USAF fighters that were stationed in Japan in June 1950 were those F-80 jets. The three fighter Groups based in Japan were the 8th, 35th and 49th. The 8th and 35th Groups had replaced their F-51D Mustangs a short time before the war, as had the 7th and 8th Squadrons in the 49th Group. The only Squadron that had been flying jets the longest in the whole Japanese theater was the 9th Fighter Squadron in the 49th Group. When I joined the Squadron in October of 1948 we were flying P-80A's. In late 1949 the whole 49th Group received F-80C's. We practiced aerial gunnery on a regular basis but spent very little time on the bombing and strafing range. We all knew that this sleek "fast mover" was not meant to flown down in the weeds where it gobbled fuel at an unacceptable rate. We also believed that the high-speed jet engine would not take any damage from ground fire.

## Aviating with Bud Evans - cont.

Our unified belief was that a rifle bullet hitting the engine would cause it to explode.

When we were ordered into combat on the 27th of June 1950, we expected to find and destroy the North Korean Air Force although we had no information on what type aircraft they flew or even the design of their insignia. You can tell that our Air Force Intelligence troops had been asleep at the switch before the unexpected move by Kin IL Sung. Later documents, such as a series of letters between Joseph Stalin, Mao Se Dong and Kim IL Sung revealed that the Military Advisors from Russia provided most of the planning strategy and military equipment to attack South Korea. President Truman's decision to reduce the U.S. Military Forces in South Korea gave the Communist Block a mistaken signal that we did not consider South Korea worth protecting.

It was a very short time after the war began that the 8th Group and 35th Group re-converted part of their Squadron's to the discarded F-51D's as they could carry 500 lb bombs and napalm tanks. They could also stay airborne longer than the F-80 but when the F-80's made the large 265 gal. tip-tanks standard equipment, the advantage was minimized. Our missions in the early days were divided between "close air support" of our troops who were being regularly surrounded by the overwhelming odds. Our job was to make the North Koreans keep their heads down while our troops broke through the "road blocks" set up by the enemy. The other part of our job was to attack all of the supply routes and destroy anything that moved or resembled anything that looked as though it could assist the enemy. There was never a problem as to whether or not you would fly a mission without having a target. There were just so many North Koreans that the relatively small numbers of fighters and bombers we had available had a gargantuan task.



I had the interesting task of making the first Jet landing and take-off with full combat load from a steel-matt runway at a forward airfield in Korea. It was just inside the Pusan Perimeter at the time and proved that the F-80 could operate from such a runway. Our Fighter Group moved in the next day. This allowed us

## Aviating with Bud Evans - cont.

to make air strikes all the way to the Yalu River with our F-80's. We were carrying 500 lb bombs, and napalm tanks as well as our six 50-caliber machine guns and 5-inch rockets. With the landing of our troops at Inchon Harbor the North Koreans found themselves fighting on 2 fronts. According to letters from Kim IL Sung, president of North Korea to Premier Stalin of Russia; they were unable to move any men or equipment by rail, road or sea without being attacked by the "American Air Forces". Shortly after that landing the North Koreans began their retreat blending in among the South Korean refugees in hopes of slipping back to the 38<sup>th</sup> parallel. The slaughter was terrible but many of them got back into their country. It didn't help as we surprised them by continuing to push them out of their capital city and out of their country! By the end of October 1950 the North Korean's were defeated and when the Chinese entered the war it was no longer the "Korean War" but rather the war with China being fought in Korea. The Russians and Chinese had been supporting the North Korean military throughout the conflict and even though we captured a few Chinese who had volunteered to fight with the North Koreans, they did not enter in force until it was obvious that Kim IL Sung had lost the war. The 3 troop ships that tried to unload

## Aviating with Bud Evans - cont.

communist soldiers at Inchon fairly early in the war were, according to the Army airborne controller, flying Chinese flags when my flight attacked and destroyed their long boats filled with troops. The rifle I recovered from the Russian T-34 Tank, which I destroyed just outside Teague City, was made in China.

Whenever historians talk about the aerial superiority fighter aircraft in The Korean War they are really talking about the war after the North Koreans were defeated. The aircraft that controlled the skies and ravaged the North Korean's in the air and on the ground before the Chinese entered the war were the F-80, F-51, B-26, F-82, F-9F, F-4U, and the Sky Raider; and the multitude of support aircraft such as the C-46, C-47, C-82, and C-119. The other essential part of our close air support were airborne spotter planes such as the L-5 and T-6. F-86 Saber Jets being the aircraft that brought the air-to-air combat over the northern part of north Korea arrived in December of 1950 after the north Korean Army had been defeated. The Russian Mig-15's began attacking our aircraft about the time we were driving the remnants of the North Korean Army across the Yalu River. The first Mig was shot down by an F-80. When the 4<sup>th</sup> Fighter Group arrived at Kimpo it was the start of the first major air-to-air combat between

jet fighters. As I commented at the beginning of this article: the Korean War had technically ended.

We were so certain that it was over in October that my Squadron Commander volunteered the squadron to help the French in Indo-China. When I left Korea in March of 1951 we had just stopped the Chinese Army, which had pushed well past Seoul, South Korea.



F-80 with the newer, larger tip-tanks installed

### C-47 Repair Fund



The 2004 Air Show and other time problems delayed our reports. The last fund status was published as of 31 December 2003 and appeared in the February UNSCRAMBLE. Since then the balance has wandered and as of 30 April the balance was \$5,385. During that period donations totaled \$7,558 with the March Air Show and *Friends of Tico Belle* being the big drivers. However, during the same period the need for aluminum sheeting and specialized bolts/rivets also drove the

balance. Total donations to the fund as of 30 April were \$69,180. This is about half of the amount needed to repair the airplane even with the great volunteer help. Low time or overhauled engines are the biggest hurdle ahead of us. See Bob James' report for details.



Attached is a picture of one of my best friends in the Army, Mike McNaughton. We were privates together in 1990-1994. He stepped on a landmine in Afghanistan Christmas 2002, President Bush came to visit the wounded in the hospital. He told Mike that when he could run a mile, that they would go on a run together. True to his word, he called Mike every month or so to see how he was doing. Well, last week they went on the run, 1 mile with the president. Not something you'll see in the news, but seeing the president taking the time to say thank you to the wounded and to give hope to one of my best friends was one of the greatest/best things I have seen in my life. It almost sounds like a corny email chain letter, but God bless him.

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